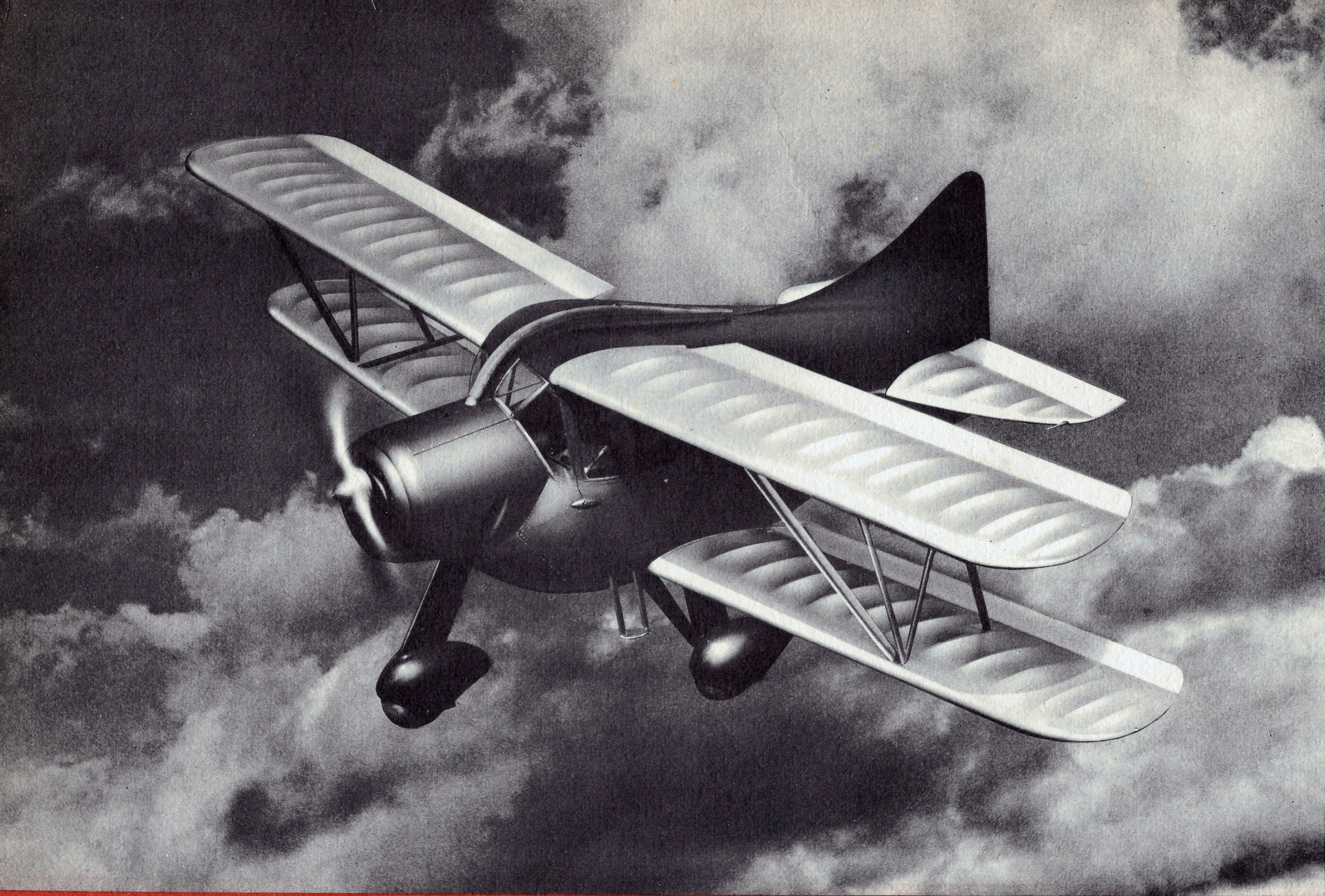




THE GWINN AIRCAR



YOU can fly the GWINN AIRCAR

NEW SIMPLICITY OF CONTROL . . . SAFETY FOR THE AMATEUR—NO LOSS OF CONTROL *EVER* . . .
NEW TRI-WHEEL SAFETY LANDING GEAR . . .
AUTOMOBILE-TYPE STEERING WHEEL AND PEDALS . . . MOTOR CAR COMFORTS PLUS . . . FITS INTO THREE-CAR-GARAGE-SIZE HANGAR.

YOU can fly the new Gwinn AIRCAR!

You can learn to fly it quickly and easily—without apprehension, for the Gwinn AIRCAR brings to aviation an entirely new and utterly simple method of control, an entirely new degree of *inherent* safety.

Moreover—and this is the most revolutionary and important advance of all—it is impossible to make errors which, in a conventional airplane, might result in loss of control.

These epochal accomplishments are now made public after five

years of development work in the laboratory and in the air, culminating in extended tests of the severest nature by some of the country's foremost aeronautical engineers and pilots.

It is impossible in these limited paragraphs to present a complete study of the aerodynamic and design features which contribute to the amazing performance of the Gwinn AIRCAR—and to the almost incredible ease and safety of its control.

In brief, however, these features include: 1. New discoveries which permit the complete elimination of the rudder (whose control in a conventional airplane requires expert co-ordination with the control of the ailerons and elevator); 2. Simplified and limited control movements; 3. Automobile-type controls; 4. An improved tri-wheel safety type of landing gear.

HOW TO FLY THE GWINN AIRCAR

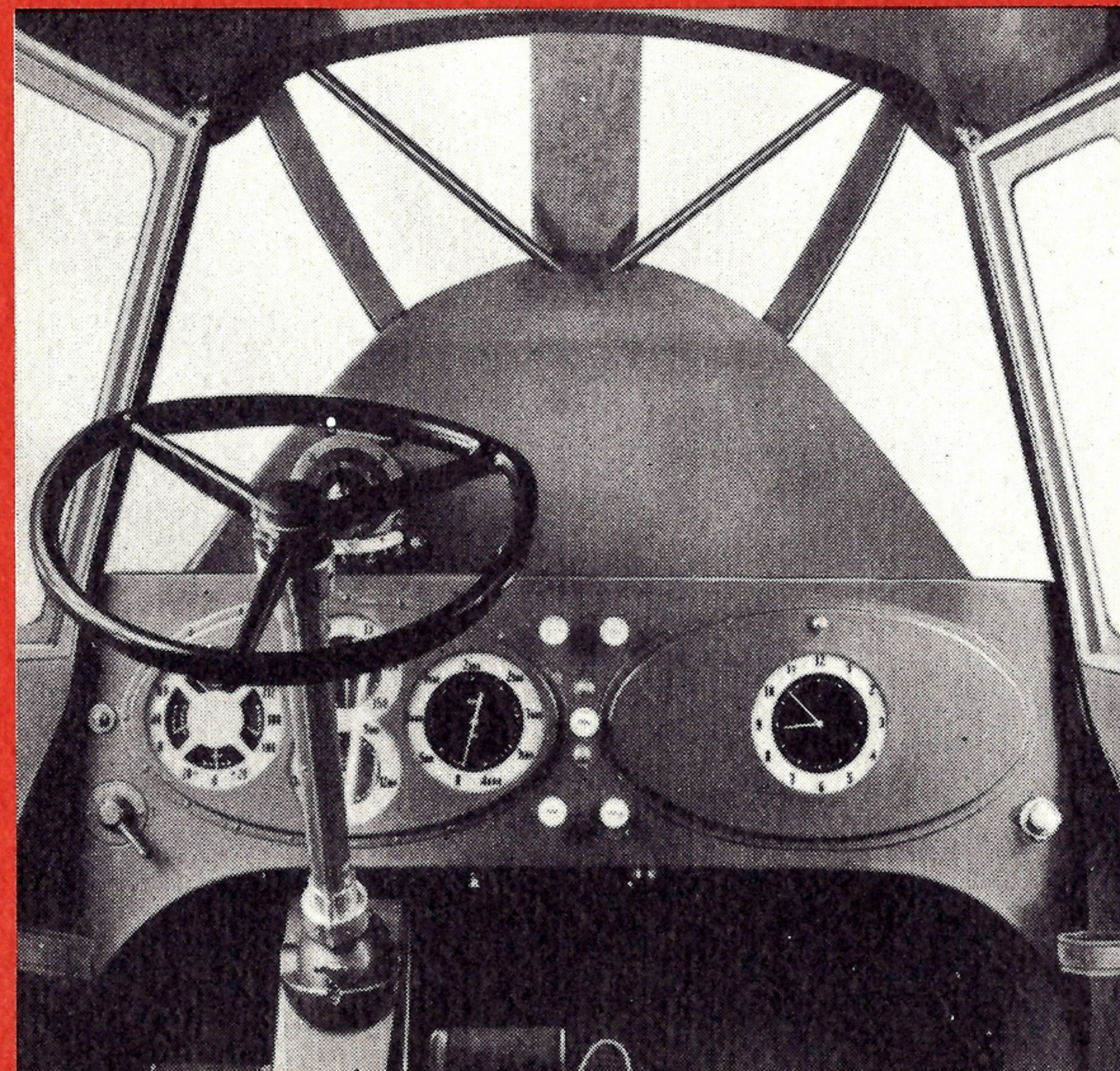
Any experienced motorist will at once feel at home behind the wheel of the AIRCAR—and quickly learn to fly it.

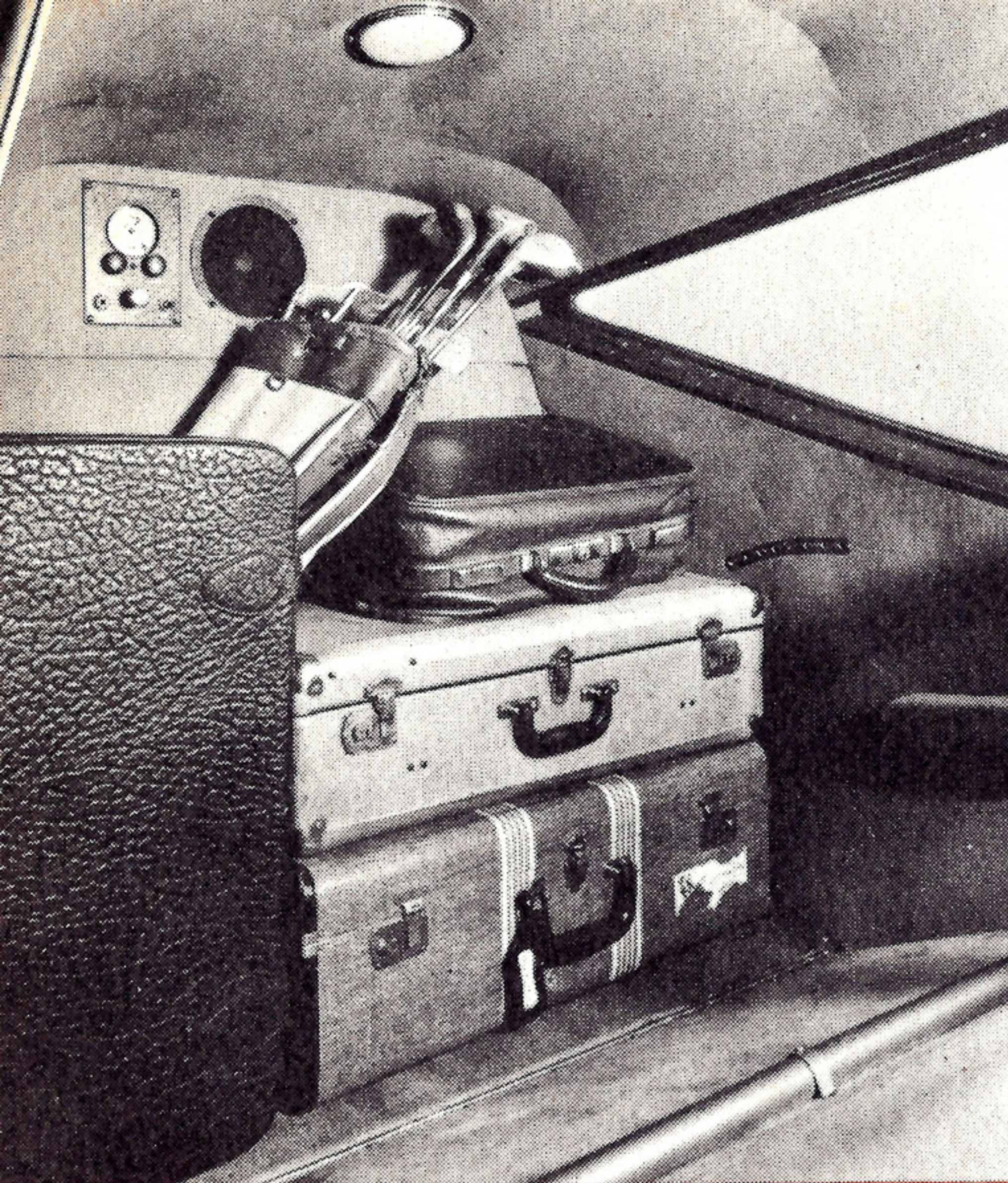
In front of you is the familiar inclined steering wheel. Its principal function, as in an automobile, is to make turns to right or left, whether running on the ground or in the air. Unlike the conventional airplane, there are no rudder pedals to complicate the turning maneuver.

New-type flaps shorten and simplify take-offs and landings; permit slow-speed flight under full power of 41 miles per hour for limited visibility flying.

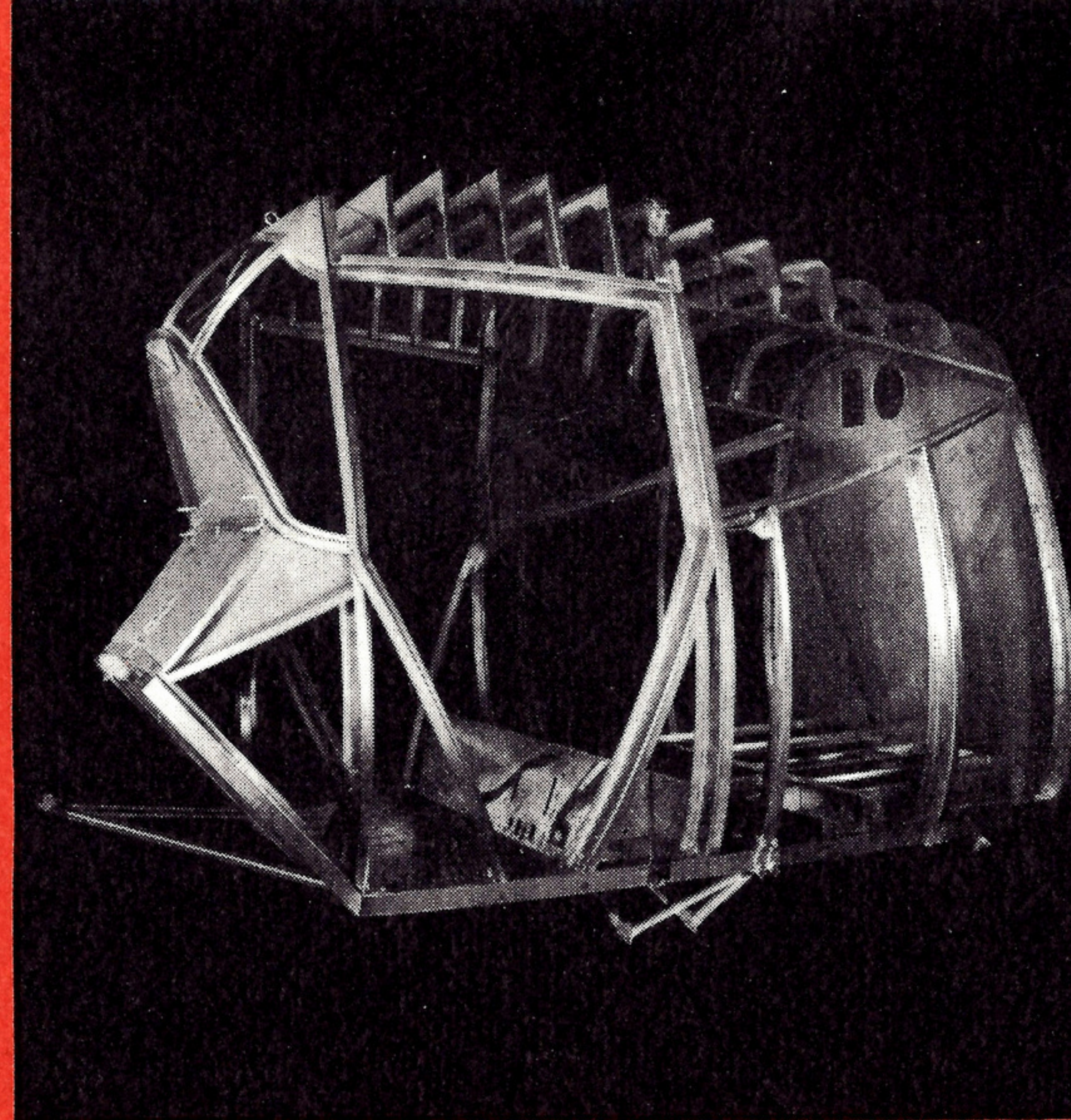
Interior, showing instrument panel, control column, automobile-type instrument board and controls.

Easily entered; no climbing or clambering.

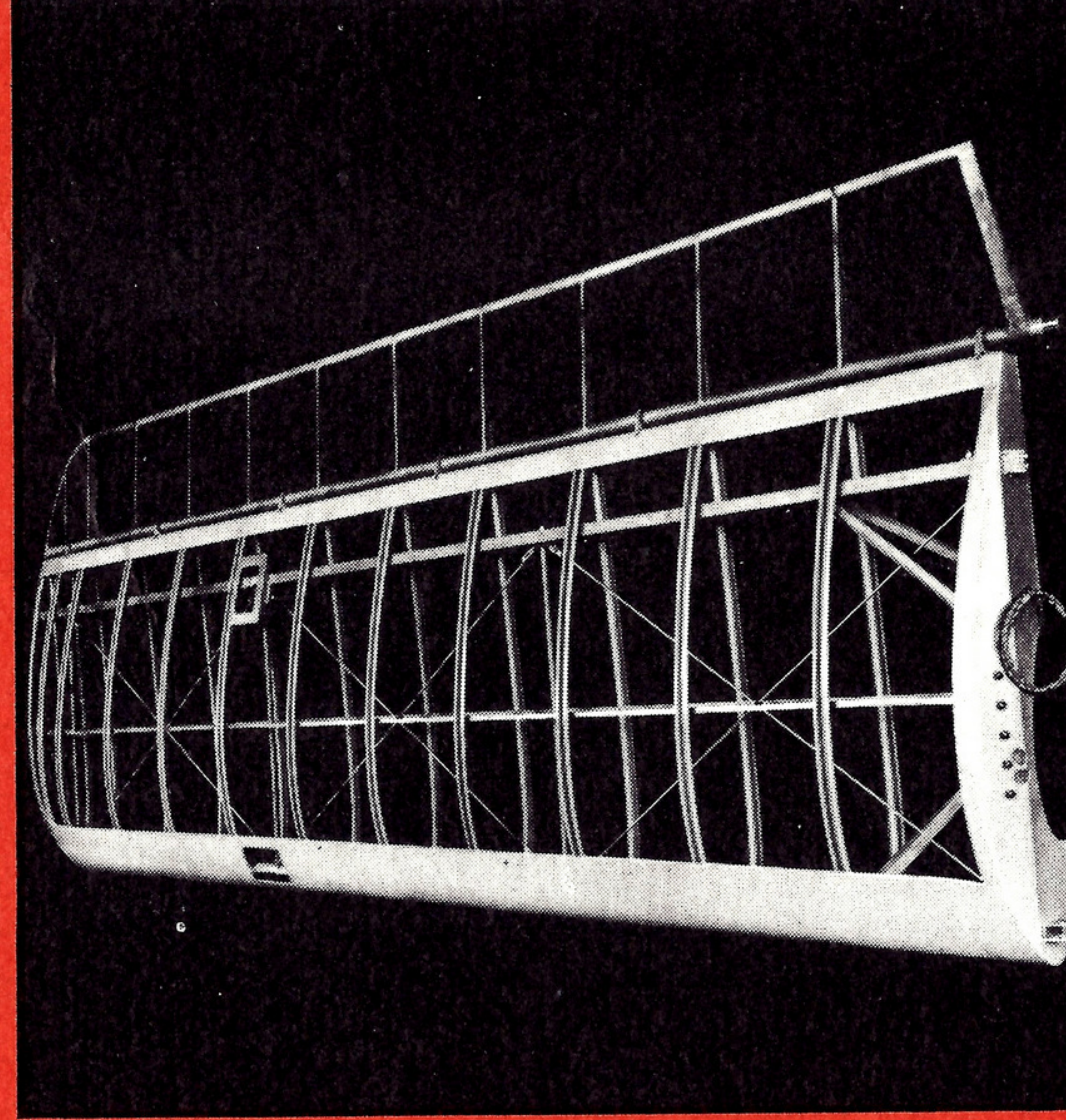




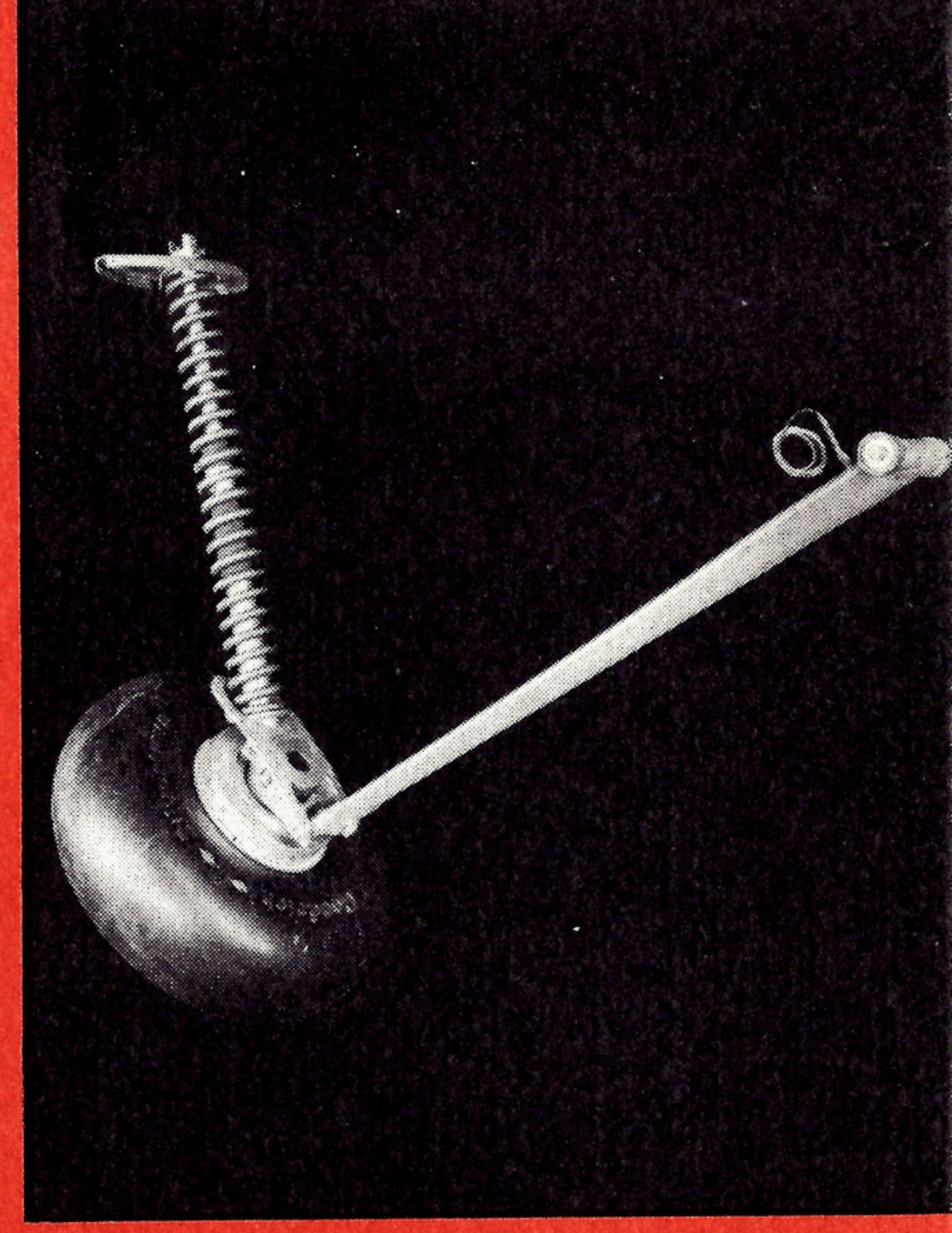
Here you see the quiet cabin, radio with loud speaker, spacious baggage compartment, accessible in flight.



Sturdy metal cabin structure.



Simple wing structure, metal ribs, leading edge and tips.



Landing gear has long stroke oleo, soft taxiing springs; ball bearing attachment joints.

At your feet, also as in an automobile, are two pedals and an accelerator treadle. The left pedal in the AIRCAR performs very much the same function as the left pedal in an automobile, as will be explained presently. The right pedal, as in an automobile, operates the brakes. The accelerator treadle, familiarly enough, controls the engine speed.

TO TAKE OFF: With the Gwinn AIRCAR, the take-off is extremely simple and natural. It is accomplished by driving up to the necessary speed, about 55 miles per hour, and then pushing the left foot pedal to the floor. This lowers the wing flaps and immediately lifts the AIRCAR into the air. The climb is steady and may be decreased or increased at will by moving the steering wheel forward or backward. Because the control movement is automatically limited, it is impossible to ascend too steeply to stall (with a resulting spin) or to descend at a rate beyond a point of safety.

TO TURN: Turns are made by turning the steering wheel to right or left. There is no rudder whose control must be coordinated. The steering wheel controls the banking movement which naturally and automatically produces the turn. Here, again, it is impossible to lose control, to stall or spin because of improper handling.

IN FLIGHT: In addition to its function in making turns, the steering wheel is rotated to hold the wings level in flight. The wheel also may be moved forward or backward to regulate the fore and aft level of the ship. When visibility is restricted, the flaps, operated by the left

foot pedal, permit slowing down in level flight to 41 miles per hour with full control; thus you can easily follow railroad tracks or highways.

LANDING: The pilot approaches the landing field with engine idled and flaps lowered. By simply keeping the ship level horizontally, the AIRCAR will take its own glide, safely contacting the ground on a level keel. Flap and brake pedals are so interconnected that application of the brakes raises the flaps. Rebound and porpoising are completely eliminated under these conditions.

COMFORT AND CONVENIENCE

In the Gwinn AIRCAR, you will find comforts and conveniences which, in many respects, surpass those of a fine motor car—not only in the excellence of its appointments but in the important matter of heating and ventilation. The wide comfortable seat has an adjustable back. Behind it is a spacious baggage compartment easily accessible during flight. Controlled cabin ventilators admit fresh air. It is equipped with an electric blower type heater, pressure type fire extinguisher, tiltable landing lights, sun visors, rear view mirrors and a radio receiver with loud speaker. The cabin is quiet.

A great deal of the expense and inconvenience associated with public hangars can be avoided by the AIRCAR owner because of the ship's small size. One person can roll it about. Gas, oil, water for the battery and air for the tires are the only routine services required. The AIRCAR is designed and built to give freedom from trouble and care.

SPECIAL FEATURES

SIMPLIFIED OPERATION

Two-control operation—no rudder
Tri-wheel landing gear, front wheel steerable
Foot-treadle accelerator; foot brakes
Anti - friction ball and needle bearings
throughout; no joints or bearings to grease
Electric starter and generator
Easy-starting downdraft carburetor
Amateur-proof safety of control
Slow-speed full-power flight—41 miles per
hour

CONSTRUCTION

Duralumin fuselage construction
Metal wing ribs
Metal tail surface structure
Landing gear mounted on ball and needle
bearings
New nose-slot engine cowling
Automatic oil temperature control
Pressure fire extinguisher
Two headlights; tilt-beam control
Completely upholstered; rugs on floors

COMFORT AND CONVENIENCE

"Dunlopillo" seat cushions with adjustable
backs
Completely quiet in flight
Controlled cabin ventilation and heat
Radio with loud speaker (beacon and enter-
tainment bands)
No vibration—engine rubber-mounted
Ash trays; glove compartment; tool com-
partment; sun visors
Large baggage compartment
Steering wheel adjustable during flight;
folds for easy entrance

PERFORMANCE

NIAGARA V ENGINE WITH 1700 LBS. GROSS WEIGHT

High Speed.....	136 MPH
Cruising Speed.....	123 MPH
Landing Speed.....	49 MPH
Minimum Gliding Speed.....	49 MPH
Minimum Cruising Speed*.....	41 MPH
Climb at Sea Level.....	950 Ft. per Min.
Service Ceiling.....	14,000 Ft.
Fuel Economy at Cruising Speed.....	20 Miles per Gal.

* Flaps lowered with power on.

SPECIFICATIONS

DIMENSIONS

Length Overall.....	16' 3"
Height Overall.....	6' 10"
Span.....	24'

POWER PLANT

Pobjoy Niagara V—7-cylinder
radial—rated 130 HP at Sea
Level

WEIGHTS

Empty, with all equip- ment.....	1095 Lbs.
Pilot & Passenger.....	340 Lbs.
Fuel, 25 Gallons.....	150 Lbs.
Oil, 2 Gallons.....	15 Lbs.
Baggage.....	100 Lbs.
Gross Weight.....	1700 Lbs.

G W I N N A I R C A R C O M P A N Y . . B U F F A L O . N . Y .